(c) Augmentation of trains including with general class coaches is an ongoing process depending upon traffic pattern, operational feasibility and availability of resources.

Maintenance and Security of Rail tracks

†405. SHRI JHUMUK LAL BHENDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that one of the major reasons for the increasing number of train accidents is not providing complete facilities to the railway employees:

(b) whether it is also a fact that generally the scarcity of goods needed for the safety of rail tracks and maintenance thereof continue and the material is not available in time;

(c) if so, the steps taken to remove the bottlenecks due to scarcity of material, for improved training, improved working and sufficient facilities and to ensure that lower level employees are not neglected; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI B ANDARU DATTATRAYA): (a) No, Sir.

(b) No, Sir.

(c) and (d) Do not arise.

CAG criticism of rail passenger amenities

406. DR. ALLADI P. RAJKUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Comptroller and Auditor General of India has criticised the Railways, for not eliminating deficiencies in passenger amenities, even though adequate funds were allocated for this during the last year;

(b) if so, the details of the funds allocated under this head during the last three years, year-wise, and the actual amount spent on this, during this period; and

(c) the reasons for not utilising the allocated funds by the Railways?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) The Comptroller and Auditor General of India has laid its Report No. 9 and 9A of 2002-Union Government (Railways) in Parliament on 22.03.2002. In Report No. 9A of 2002—Central Reviews, Chapter-II has been included on the subject "Passenger Amenities on Indian Railways".

(b) The details of funds allocated (excluding market borrowing) and funds spent under Plan Head "Passenger Amenities" in the last three years are as under:

Period	Budget Allotment	Expenditure
1999-2000	Rs. 130 crore	Rs. 115.25 crore
2000-01	Rs. 190 crore	Rs. 136.50 crore
2001-2002	Rs. 190 crore	Rs. 168.92 crore (Provisional)

(c) The funds are sometimes not completely utilised owning to many reasons *e.g.* slowing down of work due to likely reduction in the outlay during course of the year based upon the actual availability of financial resources, slow progress of works due to contractual defaults, delay in finalisation of plans and estimates and adoption of economy measures etc.

Derailment due to technical hazards

407. SHRI PRASANTA CHATTERJEE:
SHRI C.O.POULOSE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a curving track is vulnerable to derailments due to a variety of factors, ranging from axle angularity, inclined wear of outer rail, misalignment of tracks and poor riding properties of train coaches;

(b) whether the Railway Board has laid down detailed instructions on how to face technical hazards for General managers, Divisional Railway Managers, to ensure that derailments do not result from the tracks;

(c) if so,the details thereof; and

(d) whether any punishment has been awarded so far to GMS, DRMs and Permanent Way Inspectors, now designated as Section Engineers-Permanent Way, after the incidents of derailment?